SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

207

To Take Effect Sunday, May 3, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

T. F. ROWLANDS,
Superintendent.

EASTWARD

FIRST CLASS

Time Table No. 207

May 3, 1931

Capacity of sidings in car lengths	8	22	18	28	26	130	48	50	46	30	56	20	52	24	34	124	36	122	58	Distance from San Francisco	STATIONS
	Shasta	Tahoe	Cascade	San Francisco Limited	Owl	Martinez Passenger	El Dorado	Fresno	Senator	Governor	Tehachapi	Pacific Limited	San Joaquin	Sierra	Sacramento Passenger	Avon Passenger	Passenger	Martinez Passenger	Sequoia		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		
	8.00PM	7.00PM	6.20PM	6.00PM	6.00PM	5.20PM	5.00PM	3.40PM	3.00PM	1.00PM	11.40AM	11.20AM	8.00AM	8.00AM	7.00AM	6.40AM	6.00AM		11.40PM	0.0	SAN FRANCISCO
	8.18	7.18	6.38	6.18	6.18	5.38	5.18	3.58	3.18	1.18	11.58AM	11.38	8.18	8.18	7.18	6.58	6.18		11.58PM	3.5	3.5 OAKLAND PIER
BKWI P	8.35PM	7.30PM	6.50PM	6.30PM	6.25PM	5.50PM	5.24PM	4.05PM	3.25PM	1.25PM	12.07PM	11.50AM	8.28AM	8.23AM	7.25AM	7.04AM	6.23AM		12.10AM	3.5	TO-R OAKLAND PIER
Yard BKWOITY P																				4.9	1.4 TO-R WEST OAKLAND
P Interchange	s 8.41	s 7.37	s 6.56	s 6.36	s 6.31	s 5.56	s 5.30	s 4.11	s 3.31	s 1.30	s 12.13	s 11.56AM	s 8.34	s 8.28	s 7.31	s 7.10	s 6.28		s 12.16	5.5	0.6 OAKLAND (16th Street)
P																				6.6	1.1 EMERYVILLE
I P																				7.0	0.4 SHELLMOUND
																				7.4	0.4 PARAFFIN
55 West P																				7.8	0.4 STOCK YARDS
P	s 8.50	s 7.48	s 7.05	s 6.45	s 6.40	s 6.04	s 5.38	s 4.20	s 3.39	s 1.38	s 12.22	s 12.05PM	s 8.42	s 8.35	s 7.39	s 7.18	s 6.36		s 12.25	9.2	1.4 BERKELEY (University Ave.)
						f		f												10.7	1.5 FLEMING
																				11.2	0.5 NOBEL
						f		f												11.6	0.4 VIGORIT
87 East P						f		s									s			13.1	1.5 STEGE
P	8.59	s 7.59	7.14	6.54	6.48	s 6.12	s 5.46	s 4.31	s 3.47	s 1.48	s 12.31	s 12.14	s 8.50	8.42	s 7.47	s 7.27	s 6.45		s 12.34	15.0	1.9 RICHMOND
148 East WP Interchange						f 6.15		f 4.34									s 6.48			16.6	1.6 SAN PABLO
P						f		s								s				18.9	2.3 GIANT
48 East 52 West P						f														19.8	0.9 SOBRANTE
						f														21.5	1.7 KRIEGER
74 West P	9.11	8.12	7.25	7.06	6.59	s 6.25	5.56	s 4.45	3.58	2.00	12.42	12.26	9.00	8.52	7.57	7.39	s 6.57		f 12.46	23.0	1.5 PINOLE
45 East P								f								s	s			23.8	0.8 HERCULES
P						s 6.29		s 4.50		f						s	s		f	25.5	1.7 RODEO
69 East P						s		s		f						s	s		f	26.4	0.9 OLEUM
43 East W						f		f								f			f	27.1	0.7 TORMEY
46 West P	9.19	8.22	7.33	7.15	7.07	s 6.37	6.03	s 4.59	4.05	f 2.11	f 12.51	12.35	f 9.07	8.59	8.04	s 7.50	s 7.12		12.56	27.5	0.4 SELBY
210 West P	s 9.22	s 8.27				s 6.41		s 5.09	s 4.09	s 2.15	s 12.56	s 12.39	s 9.10		s 8.10	s 7.55	s 7.17		s 1.00	29.0	1.5 CROCKETT
62 West P						f										f	f			30.1	1.1 ECKLEY
Yard BKWOT P	9.26	8.32	7.40	7.25	7.15	s 6.49	6.09	s 5.15	s 4.15	f 2.20	s 1.05	12.43	9.14	9.04	s 8.15	s 8.02	s 7.25	6.40AM	s 1.05	31.1	1.0 TO-R PORT COSTA
P						f										f				32.2	1.1 NEVADA DOCK
																f				33.1	0.9 OZOL
Center 100 WP	s 9.35PM	s 8.39PM	7.47PM	7.34PM	s 7.28PM	s 6.57PM	s 6.15PM	s 5.24PM	s 4.22PM	s 2.27PM	s 1.15PM	s 12.52PM	s 9.22AM	9.10AM	s 8.22AM	s 8.12AM	s 7.35AM	s 6.52AM	s 1.15AM	34.7	1.6 TO-R MARTINEZ
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(31.2)
	(1.00) 31.20	(1.09) 27.13	(0.57) 32.84	(1.04) 29.25	(1.03) 29.71	(1.07) 27.94	(0.51) 36.71	(1.19) 23.70	(0.57) 32.84	(1.02) 30.19	(1.08) 27.53	(1.02) 30.19	(0.54) 34.67	(0.47) 39.83	(0.57) 32.84	(1.08) 27.53	(1.12) 26.00	(0.12) 18.00	(1.05) 28.80		........Time over District ....Average Speed per Hour

Oakland Ferry

A. B. S. and A. T. C.

D. T.

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
Sundays and national holidays Stege is a flag stop for No. 50.
Port Costa is a train order office only for trains originating.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or Beyond
8	Any Station	Gerber
18	Richmond	Klamath Falls
18	Crockett	Klamath Falls
18	Martinez	Klamath Falls
20	Any Station	East of Sacramento
26	Richmond	Fresno
26	Crockett	Fresno
28	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	To	For Passengers To or Beyond
36	Certain-teed Pro. Co.	Receive or Discharge	Any Station
124	Certain-teed Pro. Co.	Discharge	Any Station

ADDITIONAL FLAG STOPS

Train	At	Frequency
34	Oleum	Sunday Only

Time Table No. 207
May 3, 1931

WESTWARD

FIRST CLASS

	STATIONS	Distance from Martinez	21	9	57	27	25	123	7	33	39	47	49	29	1	19	43	45	55	17	23	133
			Tahoe	Fast Mail	Sequoia	San Francisco Limited	Owl	San Francisco Passenger	Shasta	San Francisco Passenger	Senator	El Dorado	Fresno	Governor	Overland Limited	Pacific Limited	San Francisco Passenger	Sutter	Tehachapi	Cascade	Sierra	Port Costa Passenger
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Oakland Ferry	SAN FRANCISCO 3.5	34.7	7.50AM	8.10AM	8.10AM	8.30AM	8.30AM	8.30AM	9.30AM	10.10AM	10.30AM	12.50PM	1.50PM	3.30PM	4.30PM	4.50PM	5.50PM	6.10PM	6.30PM	6.50PM	8.15PM	
	OAKLAND PIER	31.2	7.32	7.52	7.52	8.12	8.12	8.12	9.12	9.52	10.12	12.32	1.32	3.12	4.12	4.32	5.32	5.52	6.12	6.32	7.53	
A. B. S. and A. T. C. D. T.	TO-R OAKLAND PIER 1.4	31.2	s 7.15AM	s 7.35AM	s 7.40AM	s 7.55AM	s 8.00AM	s 8.07AM	s 9.00AM	s 9.45AM	s 10.05AM	s 12.25PM	s 1.25PM	s 3.05PM	s 4.00PM	s 4.20PM	s 5.28PM	s 5.45PM	s 6.05PM	s 6.20PM	s 7.48PM	
	TO-R WEST OAKLAND 0.6	29.8																				
	OAKLAND (16th Street) 1.1	29.2	s 7.05	s 7.28	s 7.32	s 7.46	s 7.53	s 8.00	s 8.52	s 9.38	s 9.59	s 12.18	s 1.18	s 2.58	s 3.52	s 4.12	s 5.22	s 5.38	s 5.59	s 6.12	s 7.42	
	EMERYVILLE 0.4	28.1																				
	SHELLMOUND 0.4	27.7																				
	PARAFFIN 0.4	27.3																				
	STOCK YARDS 1.4	26.9																				
	BERKELEY (University Ave.) 1.5	25.5	s 6.52	s 7.02	s 7.20	s 7.36	s 7.43	s 7.52	s 8.40	s 9.29	s 9.51	s 12.08PM	s 1.08	s 2.48	s 3.40	s 4.00	s 5.13	s 5.29	s 5.50	s 6.02	s 7.33	
	FLEMING 0.5	24.0						f		f												
	NOBEL 0.4	23.5																				
	VIGORIT 1.5	23.1								f												
	STEGE 1.9	21.6						f		f												
	RICHMOND 1.6	19.7	s 6.38	6.49	s 7.10	7.26	7.33	s 7.43	8.29	s 9.18	9.43	s 11.59AM	s 12.59	s 2.39	3.29	3.49	s 5.04	s 5.20	s 5.41	f 5.53	7.24	
	SAN PABLO 2.3	18.1	6.33		7.05			f 7.38		f 9.14							s 5.01					
	GIANT 0.9	15.8						s		s							s					
	SOBRANTE 1.7	14.9								f												
	KRIEGER 1.5	13.2								f												
	PINOLE 0.8	11.7	6.23	6.38	6.55	7.15	7.22	s 7.28	8.17	s 9.03	9.33	11.47	12.47	2.27	3.17	3.37	s 4.51	5.09	s 5.29	5.42	7.13	
	HERCULES 1.7	10.9						f		f							f					
	RODEO 0.9	9.2			f			s		s							s		s			
	OLEUM 0.7	8.3						s		s			f				s		f			
	TORMEY 0.4	7.6						f		f							s		f			
	SELBY 1.5	7.2	6.13	6.30	6.45	7.07	7.13	s 7.15	8.08	s 8.50	9.26	11.38	f 12.38	f 2.18	3.08	3.28	s 4.38	5.02	5.17	5.34	7.05	
	CROCKETT 1.1	5.7	s 6.09	s 6.27	s 6.40		s	s 7.12		s 8.47		s 11.34	s 12.34	s 2.14			s 4.33	s 4.59	s 5.14			
	ECKLEY 1.0	4.6						f		f							f					
	TO-R PORT COSTA 1.1	3.6	6.05	6.15	s 6.35	7.00	7.04	s 7.09	8.00	s 8.39	9.20	11.30	12.30	2.09	3.00	3.20	s 4.27	4.55	s 5.10	5.27	6.59	s 7.12PM
	NEVADA DOCK 0.9	2.5						f									f					f
	OZOL 1.6	1.6						f									f					
	TO-R MARTINEZ	0.0	5.55AM	6.08AM	6.25AM	6.51AM	6.57AM	7.00AM	7.52AM	8.32AM	9.14AM	11.22AM	12.20PM	2.02PM	2.53PM	3.12PM	4.13PM	4.48PM	5.03PM	5.20PM	6.53PM	7.00PM
	(31.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District Average Speed per Hour		(1.20) 23.40	(1.27) 21.52	(1.15) 24.96	(1.04) 29.25	(1.03) 29.71	(1.07) 27.94	(1.08) 27.53	(1.13) 25.64	(0.51) 36.71	(1.03) 29.71	(1.05) 28.80	(1.03) 29.71	(1.07) 27.94	(1.08) 27.53	(1.15) 24.96	(0.57) 32.84	(1.02) 30.19	(1.00) 31.20	(0.55) 34.04	(0.12) 18.00

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
At Berkeley (University Avenue) No. 9 will stop east of University Avenue to unload mail to avoid blocking the crossing.
At Stege No. 33 reduce speed to 10 M. P. H. to receive mail except Sundays and national holidays.
At Crockett No. 23 reduce speed to 10 M. P. H. to exchange mail.
Port Costa is a train order office only for trains originating.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
1	Any Station	Ogden	25	Richmond	Bakersfield
7	Any Station	Gerber	27	Any Station	Ogden
17	Crockett	Klamath Falls	55	Any Station	Tracy
19	Any Station	East of Sacramento			
21	Any Station	Sacramento			
23	Any Station	Woodland			
23	Any Station	Roseville			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
33	Certain-teed Pro. Co.	Any Station
123	Certain-teed Pro. Co.	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
19	Crockett	Saturday Only
23	Crockett	Saturday Only
29	Oleum	Saturday Only
49	Port Costa	Saturday Only
49	Oleum	Saturday Only

ADDITIONAL FLAG STOPS

Train	At	Frequency
7	Crockett	Sunday Only
29	Giant	Saturday Only
49	Rodeo	Tuesday and Thursday
49	Pinole	Saturday Only
49	Giant	Saturday Only
57	Giant	Daily Ex. Saturday and Sunday

EASTWARD

Time Table No. 207

May 3, 1931

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco	STATIONS
	222	**288**	**302**	**304**	**250**	**44**	**2**	**10**	**132**		
	Sacramento Ogden and Portland Fast Freight	Fresno Freight	Port Costa Local Freight	Sacramento Local Freight	Tracy Local Freight	Dunsmuir Express	Overland Limited	Gold Coast	Martinez Passenger		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY		
						10.20PM	10.20PM	9.00PM	8.20PM	0.0	SAN FRANCISCO 3.5
						10.38	10.38	9.18	8.38	3.5	OAKLAND PIER
BKWI P						10.55PM	10.50PM	9.35PM	8.43PM	3.5	TO-R OAKLAND PIER 1.4
Term Yard BKWOITY P	10.15PM	7.30PM	7.10AM							4.9	TO-R WEST OAKLAND 0.6
I Interchange P						s11.01	s10.56	s 9.41	s8.49	5.5	OAKLAND (16th Street) 1.1
P										6.6	EMERYVILLE 0.4
IP										7.0	SHELLMOUND 0.4
										7.4	PARAFFIN 0.4
55 West P										7.8	STOCK YARDS 1.4
P						s11.10	s11.05	s 9.50	s8.58	9.2	BERKELEY (University Ave.) 1.5
									f	10.7	FLEMING 0.5
										11.2	NOBEL 0.4
									f	11.6	VIGORIT 1.5
87 East P									f	13.1	STEGE 1.9
P						s11.18	11.13	9.58	s9.07	15.0	RICHMOND 1.6
148 East WP Interchange									f9.10	16.6	SAN PABLO 2.3
P									f	18.9	GIANT 0.9
48 East 52 West P									f	19.8	SOBRANTE 1.7
										21.5	KRIEGER 1.5
74 West P						11.29	11.23	10.09	s9.20	23.0	PINOLE 0.8
45 East P										23.8	HERCULES 1.7
P									s9.24	25.5	RODEO 0.9
69 East P									s	26.4	OLEUM 0.7
43 East W									f	27.1	TORMEY 0.4
46 West P						11.37	11.32	10.17	s9.33	27.5	SELBY 1.5
210 West P						s11.40		s10.20	s9.37	29.0	CROCKETT 1.1
62 West P									f	30.1	ECKLEY 1.0
Yard BKWOT P			2.30PM	9.20AM	8.30AM	11.45	11.40	10.25	s9.42	31.1	TO-R PORT COSTA 1.1
P									f	32.2	NEVADA DOCK 0.9
										33.1	OZOL 1.6
Center 100 WP	12.05AM	8.50PM		9.32AM	8.42AM	s11.54PM	11.48PM	s10.34PM	s9.52PM	34.7	MARTINEZ
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		(31.2)
	(1.50) 16.25	(1.20) 22.35	(7.20) 3.57	(0.12) 18.00	(0.12) 18.00	(0.59) 31.73	(0.58) 32.28	(0.59) 31.73	(1.09) 27.13		………………Time over District ………………Average speed per hour

Oakland Ferry (San Francisco – Oakland Pier)

A. B. S. and A. T. C.

D. T.

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
Port Costa is a train order office only for trains originating.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers To or Beyond
2	Any Station	Ogden
10	Any Station	Ogden

WESTWARD

Time Table No. 207
May 3, 1931

STATIONS		Distance from Martinez	FIRST CLASS			SECOND CLASS			
			51	209	35	219	301	303	249
			San Joaquin	Bay City Passenger	San Francisco Passenger	Freight	Port Costa Local Freight	Sacramento Local Freight	Tracy Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
SAN FRANCISCO	Oakland Ferry	34.7	10.05PM	10.45PM	11.25PM				
3.5									
OAKLAND PIER		31.2	9.47	10.27	11.07				
TO-R OAKLAND PIER	A. B. S. and A. T. C. D. T.	31.2	s 9.38PM	s 10.20PM	s 10.50PM				
1.4									
TO-R WEST OAKLAND		29.8				3.30AM	2.00PM		
0.6									
OAKLAND (16th Street)		29.2	s 9.30	s 10.13	s 10.40				
1.1									
EMERYVILLE		28.1							
0.4									
SHELLMOUND		27.7							
0.4									
PARAFFIN		27.3							
0.4									
STOCK YARDS		26.9							
1.4									
BERKELEY (University Ave.)		25.5	s 9.20	s 10.03	s 10.31				
1.5									
FLEMING		24.0							
0.5									
NOBEL		23.5							
0.4									
VIGORIT		23.1							
1.5									
STEGE		21.6			f				
1.9									
RICHMOND		19.7	9.11	9.55	s 10.21				
1.6									
SAN PABLO		18.1			f 10.18				
2.3									
GIANT		15.8			f				
0.9									
SOBRANTE		14.9			f				
1.7									
KRIEGER		13.2							
1.5									
PINOLE		11.7	9.00	9.45	s 10.05				
0.8									
HERCULES		10.9			f				
1.7									
RODEO		9.2			s				
0.9									
OLEUM		8.3			f				
0.7									
TORMEY		7.6			f				
0.4									
SELBY		7.2	8.52	9.38	s 9.53				
1.5									
CROCKETT		5.7		s 9.34	s 9.48				
1.1									
ECKLEY		4.6							
1.0									
TO-R PORT COSTA		3.6	8.45	9.30	s 9.43		7.00AM	12.05PM	12.15PM
1.1									
NEVADA DOCK		2.5							
0.9									
OZOL		1.6							
1.6									
TO-R MARTINEZ		0.0	8.36PM	9.22PM	9.33PM	12.05AM		11.50AM	12.01PM
(31.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District			(1.02)	(0.58)	(1.17)	(3.25)	(7.00)	(0.15)	(0.14)
Average speed per hour			30.19	32.28	24.31	8.72	3.74	14.40	15.43

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
Port Costa is a train order office only for trains originating.
AT MARTINEZ: Siding is 2428 feet west of station, extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
51 209	Richmond Any Station	Tracy Martinez

EASTWARD

Time Table No. 207

May 3, 1931

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS																Distance from San Francisco	STATIONS
	304	222	44	2	10	8	22	18	28	48	46	41	30	20	53	24	34	62		
	Sacramento Local Freight	Sacramento Ogden and Portland Fast Freight	Dunsmuir Express	Overland Limited	Gold Coast	Shasta	Tahoe	Cascade	San Francisco Limited	El Dorado	Senator	Sacramento Passenger	Governor	Pacific Limited	Sacramento Passenger	Sierra	Sacramento Passenger	Sacramento Passenger		
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Center 100 W P	9.32 AM	12.05 AM	11.54 PM	11.48 PM	10.34 PM	9.35 PM	8.39 PM	7.47 PM	7.34 PM	6.15 PM	4.22 PM		2.27 PM	12.52 PM		9.10 AM	8.22 AM		34.7 31.7	TO-R MARTINEZ 6.3
Center 100 P			12.09 AM	12.03 AM	10.49	9.50	8.51	8.01	7.49	6.27	f 4.34		2.39	1.06		9.21	f 8.34		38.0	BENICIA JUNCTION 2.1
											f						f		40.1	PIERCE 2.1
P											f						f		42.2	CYGNUS 1.0
											f						f		43.2	TEAL 1.9
											f						f		45.1	JACKSNIPE 3.8
Yard BKWOY P Interchange			f 12.25	12.19	11.04	10.06	s 9.07	8.16	8.06	s 6.43	s 4.53		s 2.54	s 1.22		9.35	s 8.55		48.9	TO SUISUN-FAIRFIELD 3.0
48 East 82 West P Interchange											f 4.57						f 8.59		51.9	TOLENAS 1.9
											f						f		53.8	VANDEN 1.6
											f						f		55.4	CANNON 4.0
Center 101 BKWOY P			s 12.40	12.34	11.18	10.21	f 9.22	8.30	8.23	6.57	s 5.12		3.09	1.37		9.47	s 9.17		59.4	ELMIRA 4.8
											f						f		64.2	BATAVIA 3.3
Center 86 W P			12.50	12.44	11.28	10.32	f 9.34	8.40	8.35	7.07	s 5.25		s 3.21	f 1.48		9.57	s 9.33		67.5	DIXON 4.3
83 East											f						f		71.8	TREMONT 2.0
																			73.8	BRIGGSTON 1.8
Yard 88 East 121 West WIY P	3.40 PM	2.30	f 1.01	12.54	11.38	s 10.45 PM	s 9.46	s 8.52 PM	8.47	s 7.18	s 5.38	5.26 PM	s 3.33	f 2.00	10.20 AM	s 10.08	s 9.53	6.50 AM	75.6	TO-R DAVIS 1.5
																			77.1	CHILES 2.0
											f				f			f	79.1	SWINGLE 1.3
Center 114			1.08	1.01	11.44		9.53		8.55	7.25	f 5.45	5.32	3.41	2.07	f 10.27	10.15	10.01	f 6.57	80.4	WEBSTER 5.9
																		f	86.3	MIKON 0.6
I P																			86.9	Sacramento Northern Ry. Crossing 1.4
											f							f	88.3	WASHINGTON 0.5
Term Yard BKWOTY P	4.20 PM	3.30 AM	s 1.25 AM	s 1.20 AM	s 11.59 PM		s 10.10 PM		s 9.15 PM	s 7.40 PM	s 6.05 PM	s 5.45 PM	s 4.00 PM	s 2.25 PM	s 10.40 AM	s 10.30 AM	s 10.20 AM	s 7.10 AM	88.8	TO-R SACRAMENTO
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(57.1)
	(6.48) 8.40	(3.25) 16.71	(1.31) 37.65	(1.32) 37.24	(1.25) 40.31	(1.10) 37.63	(1.31) 37.65	(1.05) 40.52	(1.41) 33.92	(1.25) 40.31	(1.43) 33.26	(0.19) 41.68	(1.33) 36.84	(1.33) 36.84	(0.20) 39.60	(1.20) 42.82	(1.58) 29.03	(0.20) 39.60		Time over District Average Speed per Hour

A. B. S.

D. T.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

No. 46 stop at Washington (Broderick) to exchange U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined To or Beyond
2	Any Station	Ogden
8	Any Station	Gerber
10	Any Station	Ogden
18	Suisun-Fairfield	Klamath Falls
20	Any Station	East of Sacramento
28	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
30	Benicia Junction	Wednesday and Saturday during hunting season
30	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season

Time Table No. 207

May 3, 1931

WESTWARD

STATIONS	Distance from Sacramento	FIRST CLASS																		SECOND CLASS	
		21	9	27	7	33	39	47	16	29	1	19	45	17	23	54	209	61		303	219
		Tahoe	Fast Mail	San Francisco Limited	Shasta	San Francisco Passenger	Senator	El Dorado	West Coast	Governor	Overland Limited	Pacific Limited	Sutter	Cascade	Sierra	Gerber Passenger	Bay City Passenger	Davis Passenger		Sacramento Local Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily
TO-R MARTINEZ 6.4	57.2	s 5.55 AM	6.08 AM	6.51 AM	s 7.52 AM	s 8.32 AM	s 9.14 AM	s 11.22 AM		s 2.02 PM	2.53 PM	s 3.12 PM	4.48 PM	s 5.20 PM	6.53 PM		s 9.22 PM			11.50 AM	12.05 AM
BENICIA JUNCTION 2.1	50.8	5.40	5.54	6.36	7.39	f 8.20	9.03	11.10		1.49	2.40	2.57	4.37	5.04	6.42		f 9.10				
PIERCE 2.1	48.7					f											f				
CYGNUS 1.0	46.6					f											f				
TEAL 1.9	45.6					f											f				
JACKSNIPE 3.8	43.7					f											f				
TO SUISUN-FAIRFIELD 3.0	39.9	f 5.23	5.40	6.22	7.24	s 8.00	8.49	s 10.55		s 1.33	2.26	2.41	s 4.22	4.50	6.28		s 8.52				
TOLENAS 1.9	36.9					f											f				
VANDEN 1.6	35.0					f											f				
CANNON 4.0	33.4					f											f				
ELMIRA 4.8	29.4	f 5.07	5.28	6.10	7.11	s 7.44	8.37	10.41		f 1.18	2.14	2.27	4.08	4.38	6.14		s 8.35				
BATAVIA 3.3	24.6					f											f				
DIXON 4.3	21.3	s 4.54	5.18	6.00	7.01	s 7.32	8.27	s 10.31		s 1.06	2.04	2.16	f 3.58	4.28	6.04		s 8.22				
TREMONT 2.0	17.0					f											f				
BRIGGSTON 1.8	15.0					f															
TO-R DAVIS 1.5	13.2	f 4.41	5.08	5.49	6.50 AM	s 7.19	s 8.17	s 10.20	s 11.04 AM	s 12.54	1.54	2.05	f 3.48	4.17 PM	s 5.53	s 7.10 PM	s 8.09	s 10.40 PM		7.10	9.20 PM
CHILES 2.0	11.7																				
SWINGLE 1.3	9.7					f												f			
WEBSTER 5.9	8.4	4.33	5.02	5.42		f 7.12	8.11	10.12	10.57	12.47	1.47	1.57	3.42		5.46	7.02	8.02	f 10.33			
MIKON 0.6	2.5																	f			
Sacramento Northern Ry. Crossing 1.4	1.9																				
WASHINGTON 0.5	0.5					f												f			
TO-R SACRAMENTO	0.0	4.20 AM	4.50 AM	5.30 AM		7.00 AM	8.00 AM	10.00 AM	10.45 AM	12.35 PM	1.35 PM	1.45 PM	3.30 PM		5.35 PM	6.50 PM	7.50 PM	10.20 PM		6.30 AM	8.15 PM
(57.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily
Time over District Average Speed per Hour		(1.35) 36.13	(1.18) 44.00	(1.21) 42.37	(1.02) 42.58	(1.32) 37.30	(1.14) 46.38	(1.22) 41.85	(0.19) 41.68	(1.27) 39.45	(1.18) 44.00	(1.27) 39.45	(1.18) 44.00	(1.03) 41.90	(1.18) 44.00	(0.20) 39.60	(1.32) 37.30	(0.20) 39.60		(5.20) 10.72	(3.50) 14.92

A. B. S.

D. T.

Automatic train control westward track from signal No. 347 to Martinez.

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

EASTWARD			Time Table No. 207 May 3, 1931	WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco		Distance from Benicia Junction	
W P		32.4	BENICIA 1.4	5.6	
P		33.8	ARMY POINT 4.2	4.2	
Center 100 P		38.0	BENICIA JUNCTION	0.0	

Nos. 33 and 209 Stop at Washington (Broderick) to exchange U. S. Mail.

At Dixon No. 21 place mail in locker at station.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
1	Any Station	Ogden
7	Any Station	Gerber
17	Suisun-Fairfield	Klamath Falls
19	Any Station	East of Sacramento
21	Any Station	Sacramento
23	Any Station	Woodland
23	Any Station	Roseville
27	Any Station	Ogden

ADDITIONAL REGULAR STOPS

Train	At	Frequency
23	Martinez	Saturday Only

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
29	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
45	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season

EASTWARD

Time Table No. 207

May 3, 1931

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS							Distance from San Francisco	STATIONS
	288	250	26	50	56	52	124	36	58		
	Fresno Freight	Tracy Local Freight	Owl	Fresno	Tehachapi	San Joaquin	Avon Passenger	Passenger	Sequoia		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		
Center 100 WP	8.50PM	8.42AM	7.28PM	5.24PM	1.15PM	9.22AM	8.12AM	7.35AM	1.15AM	34.7	TO-R MARTINEZ
											1.3
				f			f	f		36.0	MOCOCO End of Double Track
											0.8
111 P				f				f		36.8	PEYTON
											1.3
73 YP	9.00	9.00	7.34	s 5.34	f 1.21	9.27	s 8.22AM	s 7.43	1.21	38.1	TO-R AVON
											3.2
Interchange Yard 208 WP	**9.19**	**9.31**	7.39	s 5.40	s 1.27	**9.31**		s 7.50	f 1.27	41.3	TO BAY POINT
											1.7
70 P		9.36						f 7.55	f 1.30	43.0	NICHOLS
											1.8
Interchange 56 P	9.30	9.50	7.44	5.46	1.33	9.36		f 8.00	1.33	44.8	McAVOY
											2.0
44 Spur								s 8.05		46.8	SHELL POINT
											2.1
Interchange Yard 74 P	9.45	**10.40**	f 7.50	s 5.52	s 1.40	f **9.42**		s 8.13	s 1.40	48.9	TO PITTSBURG
											1.9
								f		50.8	LOS MEDANOS
											2.7
56 P	10.00	11.10	7.57	s 6.00	s 1.48	9.48		s 8.24	f 1.48	53.5	TO ANTIOCH
											1.6
								f		55.1	JERSEY
											0.9
										56.0	NEWLOVE
											1.3
83	10.10	**11.45**AM	**8.06**	6.05	1.53	9.53		f 8.32	1.54	57.3	NEROLY
											2.1
										59.4	ARBOR
											2.3
154 WP	10.25	12.10PM	8.12	s 6.11	s 2.00	9.59		s **8.42**	f 2.00	61.7	TO BRENTWOOD
											3.0
24 Spur										64.7	SILISAND
											2.2
95 P	10.40	12.40	8.19	s 6.19	s 2.10	10.06		s 8.53	2.08	66.9	TO BYRON
											2.0
P				f	f			f		68.9	BYRON HOT SPRINGS
											2.7
51 P	10.55	12.55	**8.25**	6.27	2.19	10.12		f 9.03	2.15	71.6	HERDLYN
											4.1
50 P	11.05	1.10	8.30	f 6.33	2.26	10.17		s 9.13	2.21	75.7	TO BETHANY
											3.4
47	11.15	1.25	8.35	6.38	2.32	10.22		f 9.22	2.26	79.1	JANNEY
											3.1
Term Yard BKWOTY P	11.30PM	1.40PM	s 8.40PM	s 6.45PM	s 2.40PM	s 10.27AM		s 9.30AM	s 2.33AM	82.2	TO-R TRACY
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(47.5)
	(2.40) 17.81	(4.58) 9.56	(1.12) 39.58	(1.21) 35.19	(1.25) 33.53	(1.05) 43.85	(0.10) 20.40	(1.55) 24.78	(1.18) 36.54		..............Time over District ....Average Speed per Hour

D. T. (Martinez–Mococo)

A. B. S. and A. T. C. (Martinez–Tracy)

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.
AT BAY POINT: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.
AT SHELL POINT: Location for stop No. 36 is opposite the platform of the Sacramento Northern Railway.

ADDITIONAL FLAG STOPS		
Train	At	For Passengers To or Beyond
50	Any Station	Tracy

ADDITIONAL FLAG STOPS		
Train	At	Frequency
58	Avon	Monday Only

Time Table No. 207
May 3, 1931

WESTWARD

		STATIONS	Distance from Tracy	FIRST CLASS 57 Sequoia Arrive Daily	25 Owl Arrive Daily	49 Fresno Arrive Daily	43 San Francisco Passenger Arrive Daily	55 Tehachapi Arrive Daily	51 San Joaquin Arrive Daily	35 San Francisco Passenger Arrive Daily	SECOND CLASS 249 Tracy Local Freight Arrive Daily EX. SUNDAY
A. B. S. and A. T. C.	TO-R	MARTINEZ (D. T.)	47.5	s 6.25 AM	6.57 AM	s 12.20 PM	s 4.13 PM	s 5.03 PM	s 8.36 PM	s 9.33 PM	12.01 PM
		1.3									
		MOCOCO End of Double Track	46.2	f			f	f		f	
		0.8									
		PEYTON	45.4					f		f	
		1.3									
	TO-R	AVON	44.1	f 6.15	6.52	f 12.12	4.05 PM	s 4.55	8.31	f 9.24	11.45 AM
		3.2									
	TO	BAY POINT	40.9	f 6.08	6.48	f 12.07		s 4.49	8.27	s **9.19**	11.30
		1.7									
		NICHOLS	39.2	f 6.04						f 9.16	11.05
		1.8									
		McAVOY	37.4	6.01	6.43	12.02 PM		4.43	8.22	f 9.13	11.00
		2.0									
		SHELL POINT	35.4					s 4.39			
		2.1									
	TO	PITTSBURG	33.3	f 5.53	f 6.38	f 11.56 AM		s 4.35	8.17	s 9.05	**10.40** **9.35**
		1.9									
		LOS MEDANOS	31.4							f	
		2.7									
	TO	ANTIOCH	28.7	f 5.44	6.32	f 11.50		f 4.27	8.11	f 8.58	9.20
		1.6									
		JERSEY	27.1								
		0.9									
		NEWLOVE	26.2								
		1.3									
		NEROLY	24.9	5.36	6.27	**11.45**		4.21	**8.06**	f 8.51	9.00
		2.1									
		ARBOR	22.8								
		2.3									
	TO	BRENTWOOD	20.5	s 5.28		f 11.39		s 4.15	7.58	s 8.43	**8.42**
		3.0									
		SILISAND	17.5								
		2.2									
	TO	BYRON	15.3	s 5.17	6.15	f 11.32		s 4.07	7.52	s 8.33	7.45
		2.0									
		BYRON HOT SPRINGS	13.3			f		f		f	
		2.7									
		HERDLYN	10.6	5.09	6.09	11.26		4.00	7.47	f **8.25**	7.30
		4.1									
	TO	BETHANY	6.5	5.01	6.04	11.21		f 3.54	7.42	f 8.07	7.20
		3.4									
		JANNEY	3.1	4.55	5.59	11.16		3.49		f 8.00	7.10
		3.1									
	TO-R	TRACY	0.0	4.50 AM	5.55 AM	11.12 AM		3.45 PM	7.35 PM	7.55 PM	7.00 AM
		(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
		Time over District Average speed per hour		(1.35) 30.00	(1.02) 45.97	(1.08) 41.91	(0.08) 25.50	(1.18) 36.54	(1.01) 46.72	(1.38) 29.08	(5.01) 9.47

EASTWARD — WESTWARD

Time Table No. 207
May 3, 1931

Capacity of sidings in car lengths		FIRST CLASS 146 San Ramon Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		San Ramon Branch STATIONS	Distance from Radum	SECOND CLASS 145 San Ramon Mixed Arrive Daily EX. SUNDAY
45	Y	8.40 AM	38.1	TO-R	AVON	29.7	s 3.30 PM
					2.9		
			41.0		GALINDO	26.8	
					1.5		
80	W	s 8.50	42.5	TO	CONCORD	25.3	s 3.15
					0.7		
12		f	43.2		NACIO	24.6	
					1.9		
21		s 8.55	45.1		HOOKSTON	22.7	f 1.45
					0.7		
Interchange Track		f 9.00	45.8		LAS JUNTAS Sacramento Northern Ry. Crossing	22.0	f 1.40
					1.5		
			47.3		OXLEY	20.5	
					0.9		
24		s 9.10	48.2	TO	WALNUT CREEK	19.6	s 1.30
					2.4		
		f	50.6		WIDBERO	17.2	
					2.0		
18		f 9.25	52.6		ALAMO	15.2	f 1.10
					2.2		
57		s 9.35	54.8	TO	DANVILLE	13.0	s 1.00 PM
					1.6		
10		f	56.4		OSAGE	11.4	
					1.3		
29	T	s 9.45 AM	57.7	R	SAN RAMON	10.1	10.05 AM
					3.6		
			61.3		FOREST HOME	6.5	
					2.3		
71			63.6		DOUGHERTY	4.2	
					2.8		
31			66.4		ASCO	1.4	
					1.4		
I	Y **P**		67.8		Western Pac. Crossing RADUM	0.0	
		Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY
		(1.05) 18.09			Time over District Average Speed per Hour		(5.25) 3.62

At San Ramon the schedule time of No. 146 applies at the east switch of siding.

AT BYRON HOT SPRINGS No. 57 reduce speed to 10 miles per hour to dispatch newspapers.
AT SHELL POINT: Location for stop No. 55 is opposite the platform of the Sacramento Northern Railway.
AT BAY POINT: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers From or Beyond	Train	At	Frequency
25 55	Martinez Any Station	Glendale Los Angeles	49	Avon	Saturday Only

EASTWARD

Capacity of sidings in car lengths	242	246	802	280	240	278	254	74	80	96	38	92	502	32	90	210	Distance from San Francisco	Time Table No. 207 May 3, 1931
	SECOND CLASS							FIRST CLASS										
	Fresno Mdse. Freight	Fresno Freight	San Jose Local Freight	San Jose Local Freight	Ogden Portland Freight	Livermore Local Freight	Freight	Padre	Stockton	San Jose Passenger	Sacramento Passenger	San Jose Passenger	San Jose Passenger	Sacramento Passenger	San Jose Passenger	Sacramento		STATIONS
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
								8.20PM	5.40PM	5.20PM	4.00PM	2.00PM	7.40AM	7.40AM	7.00AM	1.20AM	0.0	SAN FRANCISCO 3.5
								8.38	5.58	5.38	4.18	2.18	7.58	7.58	7.18	1.38	3.5	OAKLAND PIER
BKWI **P**								8.45PM	6.06PM	5.48PM	4.25PM	2.25PM	8.10AM	8.05AM	7.23AM	1.50AM	3.5	TO-R OAKLAND PIER 1.4 Cedar St. Crossing
Term. Yard BKWOITY **P** Interchange			8.15AM	7.30AM		4.10AM											4.9	TO-R WEST OAKLAND 1.0
																	5.9	Western Pacific Crossing 0.8
I **P**								s 8.54	s 6.12	s 5.55	s 4.33	s 2.32	s 8.20	s 8.12	s 7.30	s 1.57	6.7	OAKLAND (First Street) 1.6
P										f		f	f		f		8.3	EAST OAKLAND 1.4
I **P**								s 9.02	s 6.20	s 6.03	s 4.42	s 2.40	s 8.28	s 8.20	s 7.38	2.05	9.7	FRUITVALE 3.7
55 W**P**			8.45AM	8.00		4.35		9.10PM	6.28	s 6.11	4.49	f 2.47	s 8.37AM	f 8.27	s 7.45	2.13	13.4	TO-R ELMHURST End of Double Track 1.4
38 **P**				8.10		4.40			6.31	s **6.17**	f 4.52	s 2.50		s 8.31	s 7.48	s 2.16	14.8	TO SAN LEANDRO 0.7
										f		f			f		15.5	SOUTH SAN LEANDRO 1.0
										f	f	f		f	f		16.5	ESTUDILLO 1.0
40 **P**				8.25		4.50			6.35	s 6.25	f 4.57	s 2.57		f 8.36	s 7.55	2.20	17.5	TO LORENZO 2.6
100 W**P**				**8.35** **8.56**		5.00			6.39	s 6.32	s **5.03**	s 3.02		s **8.43**	s 8.02	s 2.25	20.1	TO HAYWARD 3.9
33 **P**				9.15		5.10			6.44	f 6.39	5.09	f 3.09		**8.51**	f 8.08	2.31	24.0	HALVERN 2.5
36 **P**				9.25		5.20			6.48	s 6.44	f 5.13	s 3.14		s 8.57	s 8.13	2.34	26.5	TO DECOTO 1.1
										f		f			f		27.6	PABRICO 1.6
Yard KWY**P**				9.40AM		5.30			s 6.53	s 6.50PM	s 5.21	s 3.21PM		s 9.05	s 8.18AM	s 2.44	29.2	TO-R NILES 2.5 W. P. Crossing
IY	8.50PM	8.00PM			6.20AM		1.25AM											TO-R NILES TOWER
74 **P**	9.00	8.15			6.30	5.50	1.40		6.58		5.28			f 9.12		2.49	31.7	FARWELL 1.9
																	33.6	BRIGHTSIDE 2.0
80 **P**	9.12	8.30			6.42	6.05	1.55		f 7.06		s **5.40**			s 9.20		2.58	35.6	TO SUNOL 2.8
														f			38.4	VERONA 2.5
79 **P**	9.27	8.45			6.57	6.25	2.10		f 7.14		s 5.49			s 9.29		3.08	40.9	TO PLEASANTON 1.1
I Y **P**																	42.0	TO RADUM 0.4
																	42.4	REMILLARD 0.6
Yard 248 **P**	9.34	8.55			7.05	6.50	2.20		7.17		5.52			f **9.33**		3.12	43.0	ELIOT 3.9
Yard 168 KW **P**	**9.47**	9.10			7.20	7.05AM	2.45		s 7.23		s 5.59			s 9.43		s 3.19	46.9	TO-R LIVERMORE 1.5
P														f			48.4	TREVARNO 2.1
80 **P**	10.02	**9.25**			7.35		3.00		7.29		6.07			f 9.50		3.28	50.5	ULMAR 4.5
97 WT **P**	10.17	9.45			**8.01**		**3.40**		7.37		f 6.16			s 9.59		**3.40**	55.0	TO ALTAMONT 4.5
74 **P**	10.32	10.05			8.20		4.10		7.46		6.26			f10.09		3.50	59.5	CAYLEY 3.6
78 **P**	10.45	10.20			8.35		4.25		7.53		6.34			f10.16		4.00	63.1	MIDWAY 5.6
30 **P**																	68.7	MEDAL 2.1
Term. Yard BKWOTY **P**	11.15PM	11.00PM			9.00AM		5.15AM		s **8.04**PM		s 6.45PM			s10.27AM		s 4.15AM	70.8	TO-R TRACY
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)
	(2.25) 17.21	(3.00) 13.87	(0.30) 17.00	(2.10) 11.22	(2.40) 15.60	(2.55) 14.40	(3.50) 10.85	(0.25) 23.76	(1.58) 34.22	(1.02) 24.87	(2.20) 28.84	(0.56) 27.54	(0.27) 22.00	(2.22) 28.44	(0.55) 28.04	(2.25) 27.80		..................Time over District ....Average Speed per Hour

Oakland Ferry (San Francisco – Oakland Pier)

D. T. (Oakland Pier – Elmhurst)

A. B. S. (Oakland Pier – Tracy)

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
32	Bonita	Any Station
38	Tennyson	Saturday Only
90	Cherryland	Any Station
90-92-96	Cherry	Any Station
90-92-96	Harder	Any Station
90-92-96	Tennyson	Any Station

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Frequency
38	Farwell	Saturday Only

No. 210 reduce speed at Sunol and Pleasanton sufficiently to enable safe dispatch of papers and mail.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined To or Beyond
80	San Leandro	Niles

WESTWARD

Time Table No. 207

May 3, 1931

		STATIONS	Distance from Tracy	89	91	73	79	31	501	95	37	557	277	801	279	265
				FIRST CLASS								SECOND CLASS	THIRD CLASS			
				San Francisco Passenger	San Francisco Passenger	Padre	Stockton	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	Livermore Local Freight	San Jose Local Freight	San Jose Local Freight	Freight
				Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
	Oakland Ferry	SAN FRANCISCO 3.5	70.8	7.10AM	8.10AM	9.30AM	9.50AM	1.50PM	5.30PM	6.10PM	7.10PM	10.05PM				
		OAKLAND PIER	67.3	6.52	7.52	9.12	9.32	1.32	5.12	5.52	6.52	9.47				
A. B. S.	D. T.	TO-R OAKLAND PIER 1.4 Cedar St. Crossing	67.3	s 6.40AM	s 7.42AM	s 9.02AM	s 9.28AM	s 1.25PM	s 5.05PM	s 5.45PM	s 6.47PM	s 9.35PM				
		TO-R WEST OAKLAND 1.0	65.9										12.30PM	2.30PM	3.10PM	
		Western Pacific Crossing 0.8	64.9													
		OAKLAND (First St.) 1.6	64.1	s 6.30	s 7.35	s 8.52	s 9.20	s 1.15	s 4.56	s 5.36	s 6.38	s 9.25				
		EAST OAKLAND 1.4	62.5	f												
		FRUITVALE 3.7	61.1	s 6.22	s 7.26	f 8.43	s 9.12	s 1.07	s 4.48	s 5.27	s 6.28	s 9.17				
		TO-R ELMHURST End of Double Track 1.4	57.4	s 6.16	s 7.17	8.37AM	9.06	1.00	4.41PM	f 5.19	6.20	9.10PM	12.01PM	2.00PM	2.40	
		TO SAN LEANDRO 0.7	56.0	s 6.13	s 7.12		9.04	f 12.57		s 5.17	f **6.17**		11.55AM		2.35	
		SOUTH SAN LEANDRO 1.0	55.3	f	f					f						
		ESTUDILLO 1.0	54.3	f	f					f						
		TO LORENZO 2.6	53.3	s 6.06	s 7.04		9.00	12.52		s 5.09	6.12		11.45		2.25	
		TO HAYWARD 3.9	50.7	s 5.59	s 6.56		**8.56**	s 12.47		s **5.03**	f 6.07		11.35		2.10	
		HALVERN 2.5	46.8	f 5.52	f 6.47		**8.51**	12.41		f 4.50	6.02		11.20		1.45	
		TO DECOTO 1.1	44.3	f 5.47	s 6.42		8.48	f 12.37		s 4.46	f 5.58		11.10		1.30	
		PABRICO 1.6	43.2		f					f						
		TO-R NILES 2.5 W. P. Crossing	41.6	5.42AM	6.37AM		s 8.44	s 12.32		4.40PM	s 5.53		10.45		1.15PM	
		TO-R NILES TOWER														11.10PM
		FARWELL 1.9	39.1				8.38	12.23			f 5.48		10.30			10.55
		BRIGHTSIDE 2.0	37.2													
		TO SUNOL 2.8	35.2				f 8.31	s 12.16			s **5.40**		10.15			10.35
		VERONA 2.5	32.4													
		TO PLEASANTON 1.1	29.9				s 8.24	s 12.07			s 5.27		9.55			10.15
		TO RADUM 0.4	28.8													
		REMILLARD 0.6	28.4													
		ELIOT 3.9	27.8				8.20	12.01PM			f 5.21		**9.33**			10.05
		TO-R LIVERMORE 1.5	23.9				s 8.15	s 11.54AM			s 5.15		8.30AM			**9.47**
		TREVARNO 2.1	22.4								f					
		ULMAR 4.5	20.3				8.09	11.45			f 5.07					**9.25**
		TO ALTAMONT 4.5	15.8				**8.01**	f 11.38			s 5.00					9.05
		CAYLEY 3.6	11.3				7.52	11.29			4.50					8.45
		MIDWAY 5.6	7.7				7.46	11.22			f 4.43					8.25
		MEDAL 2.1	2.1													
		TO-R TRACY	0.0				7.36AM	11.12AM			4.33PM					**8.04PM**
		(67.3)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
		Time over District Average Speed per Hour		(0.58) 26.59	(1.05) 23.72	(0.25) 23.76	(1.52) 36.05	(2.13) 30.36	(0.24) 24.75	(1.05) 23.72	(2.14) 30.13	(0.25) 23.76	(4.00) 10.50	(0.30) 17.00	(1.55) 12.68	(3.06) 13.42

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

No. 37 reduce speed at Hayward sufficiently to enable safe dispatch of mail.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
37	Any Station West of Niles	Sunol

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
89-91-95	Tennyson	Any Station
89-91-95	Harder	Any Station
89-91-95	Cherry	Any Station

	EASTWARD							Time Table No. 207		WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco		May 3, 1931	Distance from San Jose	FIRST CLASS			SECOND CLASS	THIRD CLASS
	280 San Jose Local Freight	96 San Jose Passenger	92 San Jose Passenger	94 San Jose Passenger	90 San Jose Passenger					91 San Francisco Passenger	93 Niles Passenger	95 San Francisco Passenger	245 Fresno Freight	279 San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard KWY P	11.00 AM	6.51 PM	3.22 PM	12.35 PM	8.19 AM	29.2	A. B. S.	TO-R NILES	17.5	s 6.37 AM	s 8.35 AM	s 4.38 PM		12.01 PM
								0.5						
IY						29.7		W. P. Crossing TO-R NILES TOWER	17.0				8.00 PM	
								0.9						
		f	f	f	f	30.6		OVERACKER	16.1	f	f	f		
								2.2						
37 P	11.15	s 6.58	s 3.29	s 12.42	s **8.28**	32.8		IRVINGTON	13.9	s 6.29	f **8.28**	s 4.29	7.45	11.50 AM
								3.5						
44 P	**11.35 AM**	f 7.05	f 3.36	f 12.49	f 8.36	36.3		WARM SPRINGS	10.4	f 6.23	f 8.21	f 4.21	7.30	**11.35**
								4.4						
42 P	12.05 PM	s **7.12**	s 3.43	s 12.56	s 8.43	40.7		TO MILPITAS	6.0	f 6.16	f 8.15	s 4.15	**7.12**	11.15
								2.6						
38 P	12.20	f 7.18	f 3.48	f 1.02	f 8.48	43.3		WAYNE	3.4	f 6.10	8.10	f 4.10	6.55	11.05
								3.4						
Term. Yard BKWOIT P	12.35 PM	s 7.25 PM	s 3.55 PM	s 1.10 PM	s 8.55 AM	46.7		TO-R SAN JOSE	0.0	6.05 AM	8.05 AM	4.05 PM	6.45 PM	10.55 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.35) 11.05	(0.34) 30.88	(0.33) 31.82	(0.35) 30.00	(0.36) 29.17			......Time over District...... ......Average Speed per Hour......		(0.32) 32.81	(0.30) 35.00	(0.33) 31.82	(1.15) 14.00	(1.06) 15.91

	EASTWARD						Time Table No. 207			WESTWARD
Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco		May 3, 1931		Distance from Niles	THIRD CLASS
	242 Fresno Merchandise Freight	240 Ogden Portland Freight	254 Freight	504 San Francisco Passenger						265 Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY			STATIONS			Arrive Daily
IWY P	7.50 PM		12.15 AM		26.2	A. B. S.	TO-R REDWOOD JCT.	D. T.	16.8	1.04 AM
							1.3			
					27.5		End of Double Track		15.5	
							0.5			
					28.0		SWEENY		15.0	
							1.5			
61 P	8.00		**12.25**		29.5		HENDERSON		13.5	**12.25**
							1.4			
P					30.9		RAVENSWOOD		12.1	
							3.0			
56 P	8.15		12.35	(See Note)	33.9		DUMBARTON		9.1	12.01 AM
							3.3			
Yard 108 WIY P	8.30	5.55 AM	1.00	5.20 AM	37.2		TO NEWARK		5.8	11.40 PM
							1.8			
					39.0		MATTOS		4.0	
							1.1			
56 P	8.40	6.05	1.10	s 5.25	40.1		CENTERVILLE		2.9	11.25
							1.6			
74 P	8.44	6.10	1.15	5.30	41.7		SHINN		1.3	11.15
							0.8			
IY	8.50 PM	6.20 AM	1.25 AM		42.5		W. P. Crossing TO-R NILES TOWER		0.5	11.10 PM
							0.5			
Yard KWY P				s 5.35 AM	43.0		TO-R NILES		0.0	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			(16.8)			Leave Daily
	(1.00) 16.80	(0.25) 13.92	(1.10) 14.40	(0.15) 23.20			......Time over District...... ......Average Speed per Hour......			(1.54) 8.84

EASTWARD			WESTWARD
		Time Table No. 207 May 3, 1931	
Distance from San Francisco		Stonehurst Branch	Distance from Stonehurst
		STATIONS	
13.4	TO	ELMHURST	0.9
		0.9	
14.3		Western Pacific Crossing STONEHURST	0.0

At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark the schedule time of No. 504 applies at the passenger station.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

	EASTWARD							WESTWARD					
Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 207 May 3, 1931	Distance from Santa Clara	FIRST CLASS			SECOND CLASS		THIRD CLASS
	802 San Jose Local Freight	74 Padre	502 San Jose Passenger					503 San Francisco Passenger	73 Padre	501 San Francisco Passenger	239 Ogden Portland Freight	557 San Francisco Passenger	801 San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
55 WP	8.45 AM	**9.10 PM**	**8.37 AM**	13.4	A. B. S.	TO-R ELMHURST	31.4		**8.37 AM**	f 4.41 PM		s **9.10 PM**	2.00 PM
						2.1							
14	8.50		f 8.41	15.5		MULFORD	29.3			f 4.36		f 9.06	1.50
						2.3							
18 P	8.55		f 8.45	17.8		ROBERT	27.0			f 4.31		f 9.02	
						2.4							
77 WP	9.05	9.19	f 8.49	20.2		RUSSELL	24.6		8.27	f 4.26		f 8.58	1.35
						1.3							
26 P	9.20		s 8.52	21.5		MOUNT EDEN	23.3			s 4.23		s 8.55	1.05
						1.5							
9 Spur			f	23.0		BAUMBERG	21.8			f		f	
						2.3							
68 P	9.45	9.27	s 8.58	25.3		TO ALVARADO	19.5		8.19	s 4.17		s 8.49	12.35
						0.9							
			f	26.2		HALL	18.6			f			
						2.2							
13	10.00		f 9.04	28.4		ARDEN	16.4			f 4.11		f 8.43	12.05 PM
						2.2							
Yard WIYP	10.15	9.34	s 9.08	30.6		TO NEWARK	14.2	s 5.20 AM	8.12	s 4.05	5.50 AM	s 8.39	11.45 AM
						2.2							
9			f	32.8		MOWRY	12.0	f		f			
						1.3							
88 P	**10.50**	9.39	f 9.15	34.1		ALBRAE	10.7	f 5.10	8.07	f 3.57	5.40	f 8.32	**10.50**
						1.4							
			f	35.5		MALLARD	9.3			f		f	
						1.0							
6 P			f	36.5		DRAWBRIDGE	8.3	f		f		f	
						2.6							
18 P	11.10		s 9.25	39.1		ALVISO	5.7	f 5.03		s 3.47	5.20	s 8.22	10.35
						2.6							
59 P	11.30	9.51	s 9.29	41.7		TO AGNEW	3.1	s 4.58	7.55	s 3.42	5.10	s 8.18	10.20
						3.1							
Yard I P	11.45 AM	9.56 PM	s 9.33 AM	44.8		SANTA CLARA	0.0	4.51 AM	7.51 AM	3.37 PM	5.00 AM	8.13 PM	10.10 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(31.4)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(3.00) 10.47	(0.46) 40.96	(0.56) 33.64			Time over District Average speed per hour		(0.29) 29.38	(0.46) 40.96	(1.04) 29.44	(0.50) 17.04	(0.57) 33.05	(3.50) 8.19

At Newark the schedule time of No. 503 applies at the passenger station.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

EASTWARD					Time Table No. 207 May 3, 1931	WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco via Vallejo	Santa Rosa Branch	Distance from Santa Rosa	SECOND CLASS	THIRD CLASS	
	290 Schellville Freight	262 Calistoga Freight	292 Santa Rosa Local Freight		STATIONS		293 Santa Rosa Local Freight	291 Schellville Freight	263 Calistoga Freight
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard BKWOYP	9.35AM	5.40AM	5.00AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	50.0	4.10AM	2.00PM	2.30PM
				47.9	SUBEET 1.7	47.4			
33	9.45	5.50	5.10	46.2	THOMASSON 1.4	45.7	3.55	1.40	2.20
27 WP	9.50	5.55	5.15	44.8	TO CORDELIA 3.8	44.3	3.45	1.25	2.15
60 P	10.05	6.05	5.25	41.0	CRESTON 3.7	40.5	3.30	1.10	2.00
Yard 70 WYP	10.50	6.15AM	5.40	37.3	TO-R NAPA JUNCTION 0.4	36.8	3.10	12.55	1.50PM
				37.7	Napa Valley Ry. Crossing 0.4	36.4			
74				38.1	LOMBARD 2.7	36.0			
P				40.8	BRAZOS 1.5	33.3			
	11.05		5.55	42.3	BUCHLI 2.2	31.8	2.50	12.40	
				44.5	MERAZO 1.3	29.6			
	11.15		6.05	45.8	RAMAL 3.1	28.3	2.40	12.30	
				48.9	N. W. Pac. Ry. Crossing 0.4	25.2			
19 P Interchange	11.40AM		6.15	49.3	R SCHELLVILLE 3.1	24.8	2.25	12.05PM	
				52.4	SNYDER 1.4	21.7			
74 WP			6.30	53.8	TO EL VERANO 0.7	20.3	2.05		
				54.5	BOYES SPRINGS 1.0	19.6			
				55.5	AGUA CALIENTE 0.9	18.6			
				56.4	SOBRE VISTA 0.3	17.7			
				56.7	N. W. Pac. Ry. Crossing 0.2	17.4			
11				56.9	YULUPA 0.7	17.2			
2				57.6	ELDRIDGE 1.5	16.5			
				59.1	GLEN ELLEN 0.6	15.0			
				59.7	WARFIELD 1.4	14.4			
2				61.1	BELTANE 1.6	13.0			
				62.7	WILDWOOD 0.8	11.4			
21 P			7.07	63.5	TO KENWOOD 1.4	10.6	1.15		
				64.9	LAWNDALE 0.7	9.2			
2				65.6	LOS GUILICOS 1.3	8.5			
20				66.9	ANNADEL 1.6	7.2			
				68.5	OLESON 0.9	5.6			
15				69.4	MELITTA 1.9	4.7			
12 Spur				71.3	BAKU 2.8	2.8			
Yard 22 WTYP Interchange			8.20AM	74.1	TO-R SANTA ROSA	0.0	12.15AM		
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(50.0)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.05) 12.10	(0.35) 22.63	(3.20) 14.97		Time over District Average speed per hour		(3.55) 12.74	(1.55) 13.04	(0.40) 19.80

EASTWARD			Time Table No. 207 May 3, 1931		WESTWARD
Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco	Napa Branch	Distance from Calistoga	THIRD CLASS
	262 Calistoga Local Freight		STATIONS		263 Calistoga Local Freight
	Leave Daily Ex. SUNDAY				Arrive Daily EX. SUNDAY
Yard BKWOT		30.0	TO-R SOUTH VALLEJO 4.4	41.7	
24		34.4	FLOSDEN 2.9	37.3	
Yard WY P	6.30AM	37.3	TO-R NAPA JUNCTION 0.7	34.4	1.45PM
		38.0	Napa Valley Ry. Crossing 3.0	33.7	
		41.0	RATTO 0.7	30.7	
		41.7	SUSCOL 1.1	30.0	
		42.8	ROCKTRAM 1.4	28.9	
		44.2	IMOLA 1.2	27.5	
		45.4	Napa Valley Ry. Crossing 0.1	26.3	
Yard 30 BKW	7.45	45.5	TO NAPA 2.3 Staff System	26.2	12.50
6	7.55	47.8	UNION 2.4	23.9	12.05PM
12		50.2	OAK KNOLL 1.5	21.5	
9		51.7	TRUBODY 2.3	20.0	
22 W	8.10	54.0	TO YOUNTVILLE 3.5	17.7	11.50AM
27	8.20	57.5	TO OAKVILLE 1.9	14.2	11.35
19	8.30	59.4	TO RUTHERFORD 1.8	12.3	11.25
20	8.35	61.2	ZINFANDEL 0.9	10.5	11.20
15		62.1	THOMANN 1.5	9.6	
22	9.15	63.6	ST. HELENA 0.9	8.1	11.07
11		64.5	KRUG 0.8	7.2	
13		65.3	BARRO 2.2	6.4	
7 W		67.5	BALE 0.8	4.2	
16		68.3	LARKMEAD 0.7	3.4	
10 W		69.0	MAPLE 2.7	2.7	
Yard 10 WT	9.40AM	71.7	TO-R CALISTOGA	0.0	10.40AM
	Arrive Daily EX. SUNDAY		(41.7)		Leave Daily EX. SUNDAY
	(3.10) 10.86		Time over District Average speed per hour		(3.05) 11.16

Crossover switch at west end of Union siding must be lined up for West Napa line and sidings must be kept clear between these switches.

EASTWARD / WESTWARD

Time Table No. 207

May 3, 1931

Wingo Union Branch

Capacity of sidings in car lengths				Distance from San Francisco	STATIONS	Distance from Union			
				42.2	BUCHLI	8.6			
					1.6				
				43.8	CARNEROS	7.0			
					1.6				
18				45.4	STANLEY	5.4			
					3.4				
24 WT				48.8	WEST NAPA	2.0			
					1.3				
				50.1	Napa Valley Ry. Crossing	0.7			
					0.7				
6				50.8	UNION	0.0			
					(8.6)				
					……Time over District…… ……Average speed per hour……				

Cross-over switch at west end of Union siding must be lined up for West Napa Line and siding kept clear between these switches.

EASTWARD / WESTWARD

Time Table No. 207

May 3, 1931

Wingo Union Branch

Capacity of sidings in car lengths				Distance from San Francisco	STATIONS	Distance from Wingo			
				45.7	RAMAL	2.0			
					2.0				
(Siding on N.W.P.Ry.)				47.7	WINGO	0.0			
					(2.0)				
					……Time over District…… ……Average speed per hour……				

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

EASTWARD / WESTWARD

Time Table No. 207

May 3, 1931

Rumsey Branch

Capacity of sidings in car lengths				FIRST CLASS 108 Rumsey Mixed	Distance from San Francisco		STATIONS	Distance from Rumsey	SECOND CLASS 107 Elmira Mixed			
				Leave Daily					Arrive Daily			
BK WOY	101			9.25 AM	59.4	TO-R	ELMIRA	51.1	s 4.55 PM			
							4.3					
	13			s 9.40	63.7	Block Signals} TO	VACAVILLE	46.8	s 4.40			
							1.9					
				f 9.45	65.6		VIOLET	44.9	f 4.07			
							2.9					
	24			f 9.51	68.5		HARTLEY	42.0	f 4.00			
							1.8					
				f 9.56	70.3		ALLENDALE	40.2	f 3.55			
							3.7					
	20			f 10.04	74.0		WOLFSKILL	36.5	f 3.45			
							2.0					
WT	23			s 10.10	76.0	TO	WINTERS	34.5	s 3.40			
							4.3					
	16			f 10.20	80.3		NORTON	30.2	f 3.00			
							2.3					
				f 10.25	82.6		ARROZ	27.9	f 2.52			
							1.0					
	18			f 10.27	83.6		CITRONA	26.9	f 2.50			
							3.2					
	20			s 10.40	86.8		MADISON	23.7	s 2.40			
							3.1					
W	41			s 10.50	89.9	TO	ESPARTO	20.6	s 2.18			
							2.0					
	20			s 11.15	91.9		CAPAY	18.6	s 2.00			
							4.7					
	20			f	96.6		CADANASSA	13.9	f			
							2.3					
				s	98.9		ECKHARD	11.6	s			
							1.8					
	20			s 11.40	100.7		TANCRED	9.8	s 1.35			
							2.6					
	20			f 11.50 AM	103.3		BERWICK	7.2	f 1.30			
							1.0					
	3			f	104.3		AMARANTH	6.2	f			
							1.3					
	21			s 12.10 PM	105.6	TO	GUINDA	4.9	s 1.25			
							0.6					
	5			f	106.2		SAUTERNE	4.3	f			
							1.7					
	20			f	107.9		CASHMERE	2.6	f			
							2.6					
WT	19			s 12.40 PM	110.5	R	RUMSEY	0.0	1.10 PM			
				Arrive Daily			(51.1)		Leave Daily			
				(3.15) 15.72			……Time over District…… ……Average speed per hour……		(3.45) 13.63			

ADDITIONAL STOPS:—Nos. 107 and 108 at Paddon (m. p. 67½) on signal.

SPECIAL INSTRUCTIONS

“SAFETY”

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

Oakland	H. Bullard (1788 Seventh Street)
Oakland	W. A. Hurst (214 Easton Building)
Oakland	E. W. Becker (3357 E. 14th St.)
Alameda	A. O. Gott
Berkeley	W. R. Burke (2199 Shattuck Avenue)
Berkeley	Ernest L. Dorrett (1823 Solano Avenue)
Richmond	O. A. Poulsen
Crockett	H. L. Whited
Vallejo	G. E. Bangle Co.
Santa Rosa	John Hood Co.
Winters	C. E. Wyatt
Sacramento	H. T. Harger, 1022 K St.
Roseville	H. T. Harger
Martinez	John G. Beard
Tracy	R. Von Dack & Son
Livermore	C. Harlie Power
San Jose	Kochers, 169 So. First St.
San Jose	W. H. Turick, 275 So. First St.

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Between Oakland, 16th Street Station and Shellmound Tower, trains on Track No. 2.

Martinez, Trains on Tracy line.
Newark }
Santa Clara } Trains on Elmhurst-Santa Clara line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Between San Pablo and Oakland, 16th Street Station, trains on Track No. 1.
Between Port Costa and Mile Post 28.2 trains on Working Track.
Martinez, trains on Tracy line.
Elmhurst }
Newark } Trains on Elmhurst-Santa Clara line.
Santa Clara }
Niles, trains on Milpitas line.
Napa Junction, trains on Santa Rosa line.
Suisun-Fairfield, trains on Napa Junction line
Davis, trains on Woodland line.

RULE 14 (l). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

RULES D-71 AND 73: Trains and yard engines may move between Oakland Pier and Elmhurst with the current of traffic irrespective of timetable superiority.

Freight trains and yard engines must not leave West Oakland with less than five minutes clearance ahead of first class trains and must avoid delaying passenger trains.

Rule S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A).

At the following stations, only trains originating and terminating will register:

Davis
Schellville
Livermore
Port Costa
Avon

At Martinez only westward trains and trains originating and terminating will register

Extra trains will register at Napa Junction.

Extra trains will register at Niles except extra trains between Tracy and Newark and between Tracy and San Jose.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular Trains
Niles	Nos. 79 and 80
Niles Tower	All Trains
Redwood Junction	All Trains
Martinez	Westward Trains

RULE 83 (D). Trains must obtain a clearance before leaving:

Napa Junction	All Trains.
Niles	All trains except trains between Tracy and Newark and between Tracy and San Jose.
Newark	All Trains.

RULE 93. Oakland Yard: Between Oakland Pier and yard limit sign east of South San Leandro and yard limit sign east of Elmhurst on Elmhurst-Santa Clara line, Stonehurst, San Pablo, including Richmond Transfer and Richmond Belt Railway and East Bay Electric lines.

Port Costa Yard: Extends from Mile Post 28.2 west of Crockett to Mile Post 37.2 west of Avon, Martinez to Benicia Junction and Benicia Junction to Benicia.

Yard limits are defined by yard limit signs at the following stations:

Suisun-Fairfield
Davis
Sacramento
South Vallejo
Napa Junction
Napa
Calistoga
Santa Rosa
Bay Point
Pittsburg
Newark
Niles
Eliot
Livermore

RULE D-97 (A). Will apply on double track between Oakland Pier and Sacramento and between Oakland Pier and Elmhurst.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Elmhurst (end of double track)—For Eastward track.
Whistle Signals:—For Santa Clara line, one short, two long.
For Tracy line, one long, one short, one long.
For Stonehurst line, one short, one long, one short.

Martinez. The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is an oil buffer spring switch.

Crossover located 300 feet east of Signal SA 346 near east end of the bridge will be known as "Upper Crossover."

Crossover located 2700 feet east of Mile Post 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:—For the Bridge line, one short, two long.
For Tracy line, one long, one short, one long.
Mococo (end of double track)—For westward track.
This is an oil buffer spring switch. Eastward trains will trail through it.

RULE D-152. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. Light will not be displayed in train order signals on Rumsey, Napa, Santa Rosa and San Ramon branch lines except when train orders are to be delivered.

RAILROAD CROSSINGS NOT INTERLOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa line, STOP.
Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga line, STOP.
N. W. Pac. Railway, 2200 feet west of Schellville, STOP.
N. W. Pac. Railway, 1000 feet west of Yulupa, STOP.
Napa Valley Railway, 3200 feet west of Union, on Buchli-Union line, STOP.
Napa Valley Railway, 600 feet west of Napa, on Calistoga line, STOP.
Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line, STOP.
Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

Martinez-Benicia Bridge	Suisun Bay.
Sacramento	Sacramento River.
Cygnus	Cordelia Slough.
Avon	Pacheco Slough.
Dumbarton	San Francisco Bay.
West of Newark	Newark Slough.
Between Albrae and Alviso	Warm Springs Creek. Coyote Creek.
Brazos	Napa River.

DRAWBRIDGE NOT INTERLOCKED:

1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

TRAIN AND AIR INSPECTION

AIR BRAKE RULE 16. Running air brake test must be made:

Oakland, 16th St.—Westward trains for Oakland Pier.
Also equipment being handled between Oakland Pier and West Oakland.

AIR BRAKE RULE 17. Standing air brake test must be made at:

Oakland Pier	Equipment for West Oakland.
West Oakland	Equipment for Oakland Pier.
Altamont	All trains except passenger trains.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	All trains except passenger trains.

At Davis Air Brake Rules 16 and 17 will not apply to a passenger train from the Woodland line unless the brake pipe has been separated, engine or cars added or crew changed.

USE OF RETAINING VALVES ON FREIGHT TRAINS

On grades where retaining valves are used, the following will apply:

1.4% to 1.5% inclusive one retaining valve for every 150 Ms in train
Over 1.5% to 1.8% " " " " " " 140 " " "
Over 1.8% to 2.2% " " " " " " 120 " " "
Over 2.2% " " " " " " 100 " " "

Speed of freight trains must not exceed 25 M. P. H. For the first five miles time consumed in traveling any one mile must not be less than three minutes.

These instructions will not affect the speed where maximum now specified is lower.

RULE 827.

The maximum distance a freight train may run without stopping for inspection is 50 miles.

AUTOMATIC BLOCK SYSTEM

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

RULE 509 is supplemented as follows:

When a block signal in advance of facing point of an oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

STAFF SYSTEM

RULES 726 TO 736 INCLUSIVE:

The main track between Third Street and Calistoga Avenue, Napa, for a distance of 7200 feet used jointly by Southern Pacific Company and San Francisco, Napa and Calistoga Railway.

Switches at above location must be lined up for the San Francisco, Napa and Calistoga Railway.

RULE 516. Overlaps are located at:

Bay Point	Eastward trains.
Nichols (150 ft. east of west switch)	Eastward trains.
Wayne (Highway Crossing)	Eastward trains.
Hayward (1000 feet east of signal 187)	Westward trains.
Livermore (1275 feet east of signal 473)	Westward trains.
Livermore (850 feet west of signal 470)	Eastward trains.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

Limits of Martinez-Benicia Bridge interlocking plant extend as follows:

BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span.

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

EAST END ZONE

On eastward track from signal SA 346 near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "Stop." After second switch of crossover is thrown it will indicate "Proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf signal 345.

Limits of Martinez Station Interlocking Plant extend as follows:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward signal No. 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train-order office.

Telephones connecting with interlocking station are located at each end of interlocking limits.

SPECIAL INSTRUCTIONS

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4, and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signal operator before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard, one short, two long.

Enginemen, trainmen and yardmen on electric line may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, one short, two long.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing, on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main track extend from signal bridge 123 to signal bridge 127.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower, on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, one short, two long.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, one long, one short, one long.

MIKON TOWER—Crossing Sacramento Northern Railway

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal.

Signal operator on duty at Radum Tower 7:00 a. m. to 12:00 noon, and 1:00 p. m. to 4:00 p. m., daily except Sundays.

After these hours when necessary for train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal operator who resides at Pleasanton to operate signals and switches for such movements and in case unable to locate signal operator at Pleasanton, call the signal maintainer who resides on opposite side of track from the tower.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from the junction switch of the Oakland-Tracy line to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose Junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Whistle Signals:—For San Jose, one short, two long.
For Centerville, one long, one short, one long.
For Niles, one short, one long, one short.
For Tracy, one long, one short, one long, one short.

Engines leaving trains and running light into Niles yard for water, one short, one long, one short, one long.

NEWARK TOWER

Limits extend from two light signal fifty feet east of the Wye switch on the Centerville Line to two light signal 1150 feet east of the wye switch on the Santa Clara Line and to two light signal 650 feet west of the wye switch on Elmhurst Line and dwarf signals on Redwood Junction Line near Newark station.

Whistle Signals:—For Santa Clara, one short, two long.
For Redwood Junction, one long, one short, one long, one short.
For Centerville, one long, one short, one long.
For Elmhurst, one short, one long, one short.

MISCELLANEOUS

Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.

A yard engine must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets, and San Francisco & Oakland Terminal Ry. at Ward Street on Shattuck Avenue line and Parker Street on Ninth Street line.

But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

Electric trains have preference over main line trains at Fruitvale.

The working track between Port Costa and Mile Post 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though running against current of traffic.

Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Calistoga line.

Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

Trains must not pass the switchtender's cabin at east end of Sacramento River bridge, Sixth, Seventh and Fifteenth Streets, Sacramento, without receiving signal to proceed.

MAIN TRACKS

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and San Pablo, numbering from the Bay, are designated as 1, 2 and 3, and used as follows:

Track No. 1 is the first track from the Bay and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains displaying markers as per Rule 19 the same as though running against the current of traffic.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3 and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVENUE AND TRACY AND EAST SWITCH BAY POINT THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVE., AND TRACY AND EAST SWITCH BAY POINT SPEED OF FREIGHT AND MIXED TRAINS IS RESTRICTED TO 40 MILES PER HOUR.-

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES.

MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

(a) Tangent track—45 miles per hour.
(b) Type F1 (Nos. 3600 to 3652 incl.). Restricted to same speeds on curves as applicable to other passenger power.
(c) Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED, MOGUL AND MIKADO ENGINES (57-INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Page	BETWEEN	Passenger	Freight	Engine Backing
.....	Through interlocking limits, with caution	....	....	....
.....	Through crossovers and turnouts	10	10	10
.....	When shoving or backing passenger equipment	15	....	15
2, 3, 4, 5	Within limits Shellmound Tower	40	25	15
3	No. 9 passing Richmond	12	....	....
2, 3, 4, 5	San Pablo and Oakland, 16th St., on Track No. 1	....	15	....
2, 3, 4, 5	Kreiger and Port Costa on curves	40	30	20
2, 3, 4, 5	On curve at slide just west of Selby	30	20	10
2, 3, 4, 5	Port Costa and Mile Post 28.2 on working track	....	15	....
2, 3, 4, 5	Port Costa and Martinez	45	30	20
6, 7	Eastward track Martinez to west end of 4 deg. curve at west end of bridge	45	35	20
6, 7	Eastward track Through 4 deg. curve at west end of bridge and continuing across lift span	35	35	20
6, 7	Eastward track From east end of lift span to and through 3 deg. 34′ curve just east of the east end of bridge	45	35	20
6, 7	Westward track Benicia Junction to east end of steel viaduct	50	35	20
6, 7	Westward track From east end of steel viaduct to lift span	45	35	20
6, 7	Westward track Across lift span and continuing to and through 4 deg. curve at west end of bridge	35	35	20
6, 7	Westward track From west end of 4 deg. curve at west end of bridge to Martinez	45	35	20
6, 7	Suisun-Fairfield Yard	30	20	10
6, 7	Davis Yard	30	20	10
6, 7	Trestle 81-A, Webster and Mikon	50	....	....
6, 7	Sacramento Northern Ry. Crossing	40	25	15
6, 7	Sacramento drawbridge	20	20	20
8, 9	End of Double Track Mococo to Martinez Westward Track	30	20	15
9	Avon and Concord	30	18	15
9	Concord and Alamo	30	25	15
9	Alamo and San Ramon	30	18	15
9	San Ramon and Radum	40	25	20
10, 11	Halvern and Alvarado	10	10	10
10, 11	Niles and Mile Post 34.5	35	25	15
10, 11	Mile Post 61 and Midway	40	25	15
12	Newark and Redwood Junction, except:	30	20	15
12	Newark Slough and Dumbarton drawbridges	15	15	10
12	Dumbarton Salt Spur	8	8	8
12	Ravenswood Spur	8	8	8
12	Niles and San Jose via Milpitas	40	25	20
12	Niles and San Jose via Milpitas 2-10-2 engines	20	20	20
12	San Jose Yard	20	20	20
12, 13	Newark Yard	15	15	15
13	Warm Springs and Coyote drawbridges	15	15	10
13	Distillery Spur, Agnews	....	6	6
14	South Vallejo and Napa Jct.	....	30	20
14	Napa Junction and Napa	40	25	20
14	Napa and Calistoga	40	25	20
14	Napa Junction and Cordelia	40	25	20
14	Cordelia Winery Spur	10	10	10
14	Cordelia and Suisun-Fairfield	....	25	20
14	Napa Junction and Santa Rosa, except:	40	25	20
14	Napa River drawbridge	15	15	10
15	Elmira and Violet	40	25	20
15	Violet and Rumsey	30	25	20
15	Buchli and Union	30	20	15
15	Ramal and Wingo	10	10	10

(continued next column)

SPEED OF TRAIN REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger M.P.H.	Freight M.P.H.	Engine Backing M.P.H.
2, 3, 4, 5	Oakland, over, along or upon any of the public streets or highways	22	22	20
2, 3, 4, 5	Berkeley, University Ave.	10	10	10
2, 3, 4, 5	Port Costa	30	20	20
2, 3, 4, 5 6, 7 8, 9	Martinez	40	30	20
6, 7	Dixon	30	30	20
6, 7	Washington	20	20	20
8, 9	Pittsburg	25	25	20
10, 11	Oakland, over, along or upon any of the public streets or highways	22	22	20
10, 11	Oakland, 23rd Avenue	8	8	8
10, 11	Oakland, 29th Avenue	20	20	20
10, 11	Pleasanton	15	15	15
10, 11	Livermore	10	10	10
13	Alviso	35	25	15
14	Napa	8	8	8
14	St. Helena	12	12	12
14	Santa Rosa	5	5	5
15	Capay	10	10	10

Relief Trains with steam derricks must not exceed a maximum speed of 25 miles per hour.

Speed of trains carrying locomotive crane with boom in place, must not exceed a maximum speed of 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines. Locomotive cranes must be handled in trains with heavy end forward.

Approach crossing of Seventh Street, near Roundhouse, West Oakland, carefully to make sure gates are down and vehicle traffic stopped.

Engines must not exceed speed of 4 miles per hour over crossing at West Oakland roundhouse receiving track near oil column.

	LIGHT ENGINES			LIGHT ENGINES	
	Running Forward	Running Backward		Running Forward	Running Backward
2-10-2 Type	40	20	Mogul	35	20
Pacific Type	40	20	Atlantic Type	40	20
Mikado	40	20	Consolidation	30	20
Eight Wheelers	45	20	Mallet	25	20
Ten Wheelers	45	20	Yard Engines	20	20
	Running Forward	Running Backward			
Motor Cars	40	20			

DISABLED ENGINES

When main rod only is removed……30 mph
When side rods only are removed……30 mph
When both main and side rods are removed……20 mph

The maximum speed when trailing through or heading through oil buffer spring switches is 25 miles per hour.

Train trailing through and stopping on oil buffer spring switch point must not make reverse movement, nor take slack until switch has been thrown by hand.

When necessary to throw switch by hand, the switch stand should be operated slowly, keeping a steady pressure on drop lever.

Running switches are prohibited through any oil buffer spring switch.

Blow-off cocks, sanders or injectors must not be used and boosters not started passing over oil buffer spring switches.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED TABLE

SPEED per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile per Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

The above are prescribed as maximum speeds, to be suitably reduced as local conditions may require.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	EAST OF	DESCRIPTION	
		OAKLAND PIER—TRACY VIA MARTINEZ	
	Oakland Pier	Posts supporting shed	Side
		Freight Slip	Side
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.	Side
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205	Side
6.6	Emeryville	Transmission Pole 1770 near switch leading to Judson Iron Works	Side
6.6	Emeryville	Machine shops Judson Iron Works	Overhead and Side
6.6	Emeryville	Umphred Warehouse	Side
7.5	Stock Yards	Corral platform	Side
7.5	Stock Yards	Fertilizer spur	Side
13.1	Stege	Buildings end of track No. 2	Side
14.5	Richmond	A. T. & S. F. Crossing	Overhead and Side
16.5	San Pablo	A. T. & S. F. Crossing	Overhead and Side
16.6	San Pablo	Eastward & Westward Water Columns	Side
19.3	Giant	Wagon bridge	Overhead and Side
26.5	Oleum	Loading racks, Union Oil Co.	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Tormey	Tunnel No. 2	Overhead and Side
29.0	Crockett	Sugar Co. warehouse	Side
29.0	Crockett	Cal. Haw. S. R. Co.	Overhead
30.1	Eckley	Platforms of brick company	Side
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse	Side
31.8	Nevada Dock	Platforms of brick company	Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1	Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside	Overhead and Side
43.2	Nichols	Wagon bridge	Overhead
43.2	Nichols	A. T. & S. F. Ry. crossing	Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur	Side
46.5	Shell Point	Tracks Nos. 1 and 7	Overhead and Side
		MARTINEZ—SACRAMENTO	
38.0	Benicia Junction	Water tank spout	Side
59.4	Elmira	Warehouse	Side
88.3	Washington	Sacramento River bridge	Side
		OAKLAND PIER—TRACY VIA NILES	
	Alameda	Park Street crossing, wires	Overhead
	Oakland Pier	Posts supporting shed	Side
4.9	West Oakland	Buildings and platform at Creosote Works	Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yards	Side
7.0	Oakland, 1st St.	Warehouse track, Howard Co.	Side
7.2	Oakland, 1st St.	Building Sunset Lumber Co.	Overhead and Side
9.0	23rd Avenue	Pacific Wire and Steel Co. spur	Side
9.0	23rd Avenue	California Cotton Mills	Overhead and Side
9.0	23rd Avenue	California Pottery Co., spur and buildings	Side
9.7	Fruitvale	Steel bridge over estuary……Wires	Overhead and Side
10.3	Sather	Chlorox Chemical Company spur	Overhead and Side
20.1	Hayward	Hunt Bros., canneries	Side
29.2	Niles	New bunkers of Niles Sand and Gravel Co.	Side
42.4	Remillard	Platform and shed, Remillard Brick Co.	Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track	Overhead and Side
		ELMHURST—SANTA CLARA	
41.7	Agnew	Track leading into distillery	Overhead and Side
		AVON—RADUM	
44.6	Nacio	Bridge	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
57.0	Osage	Bridge	Overhead and Side
66.4	Asco	Beet loading chute	Side
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA	
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.	Overhead and Side
46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur)	Overhead and Side
62.1	Thomann	Fence, Sutter Home Winery	Side
53.7	E. Verano	Water tank spout	Side
74.0	Santa Rosa	Water tank spout	Side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding.	
45.5	Napa	Water tank spout	Side
54.0	Yountville	Water tank spout	Side
67.5	Bale	Water tank spout	Side
71.7	Calistoga	Water tank spout	Side
		ELMIRA—RUMSEY	
76.0	Winters	Fruit shed	Overhead and Side
76.0	Winters	Water tank spout	Side
110.5	Rumsey	Water tank spout	Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	Assistant Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	Dr. Harry H. Appledorn	District Surgeon.
Oakland (North)	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. H. R. Coleman	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Sonoma	Dr. J. D. Finnerty	Emergency Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. M. C. Bolender	Emergency Surgeon.
Bay Point	Dr. H. D. Neufeld	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. N. C. MacLafferty	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. H. V. Clymer	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. W. O. Smith	Assistant Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	Assistant Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
San Leandro	Dr. C. H. Miller	District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Niles—Centerville	Dr. John M. Adams	District Surgeon.
Pleasanton	Dr. J. Hal Cope	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. Harry J. Arnold	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. Max Goldstein	Assistant Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

OAKLAND WHARF
WEST OAKLAND
EAST OAKLAND
FRUITVALE
ALAMEDA
BERKELEY
RICHMOND
NILES
PLEASANTON
LIVERMORE
SANTA CLARA
SAN JOSE
PORT COSTA
MARTINEZ
ANTIOCH
CONCORD
TRACY
SANTA ROSA
CALISTOGA
NAPA
SOUTH VALLEJO
SUISUN-FAIRFIELD
VACAVILLE
WINTERS
DIXON
DAVIS

HOSPITALS.

GENERAL HOSPITAL……SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL……SACRAMENTO
S. P. EMERGENCY HOSPITAL……WEST OAKLAND

Revised October, 1930

RATING OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch Oakland and Santa Clara	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistogo	Napa Jct. and Santa Rosa Calistoga to Napa Jct.
E-23	E-73 20/24 92	1433 to 1458	190	3300	1250	2900	2550	2550	4200	1000	1050	750	1050	1300
E-23	E-73 20/24 101-S													
E-24	E-69 18/26 73	1459 to 1462	165	2600	1000	2250	2050	2000	3400	800	850	600	850	1000
M-4	M-63 20/28 126	1615 to 1719	190	4300	1850	3750	3550	3350	5750	1350	1450	1100	1550	1750
M-4	M-63 20/28 135-S													
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	2250	4600	4350	4100	7050	1650	1750	1350	1750	2150
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803												
M-6	M-63 21/28 153-S	1823 to 1825												
M-9	M-63 21/28 150-S	1804 to 1822	210	5550	2400	4850	4600	4300	7400	1750	1900	1400	1800	2250
M-9	M-63 21/28 156-S	1826 to 1827												
T-3	T-69 20/26 113	2215 to 2219	180	3500	1450	3050	2850	2750	4600	1050	1150	820	1150	1400
T-2	T-63 19/24 105	2221 to 2230	160	2850	1100	2450	2250	2200	3700	870	920	650	920	1100
T-1	T-63 20/26 112	2235 to 2273	180	3850	1600	3350	3100	3000	5100	1200	1300	960	1300	1550
T-25	T-69 20/28 134	2275 to 2277	200	4200	1750	3700	3400	3300	5550	1300	1400	1000	1400	1650
T-26	T-69 21/28 152-S	2283 to 2300	200	4850	2000	4250	3900	3750	6350	1500	1600	1150	1600	1950
T-23	T-63 21/28 148-S	2301 to 2310	210	5500	2400	4850	4600	4300	7400	1750	1850	1400	1900	2250
T-23	T-63 21/28 145-SF													
T-28-31	T-63 22/28 162-S	2311 to 2362	210	6050	2600	5300	4950	4750	8100	1950	2050	1550	2100	2450
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	6150	2600	5400	4950	4800	8100	2000	2100	1550	2100	2500
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	5000	2050	4350	4000	3900	6550	1550	1650	1200	1650	2000
P-1	P-77 22/28 152-SF													
P-1	P-77 22/28 160/B-54-S	2400 to 2427	210	5500	2150	4800	4200	4300	6850	1600	1700	1300	1800	2200
P-1	P-77 22/28 163/B-54-SF													
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	5950	2350	5200	4350	4600	7150	1700	1850	1400	1950	2350
P-6	P-77 25/28 172-S	2453 to 2458	200	6100	2550	5350	4950	4750	8000	1900	2000	....	....	....
P-6	P-77 25/28 172-SF													
P-8	P-73 25/30 181-SF	2462 to 2474	200	6800	2900	5950	5550	5300	9100	2100	2200	....	....	....
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	6650	2900	5850	5550	5250	9000	2150	2250	1750	2350	2750
C-9, 10	C-57 22/30 194-S													
C-8	C-57 22/30 192-S													
C-5	C-57 22/30 187-S	2624 to 2679												
C-5	C-57 22/30 185-S	2680 to 2693												
C-5	C-57 22/30 180	2624 to 2679	200	5950	2600	5200	4950	4650	8500	1900	2000	1550	2100	2400
C-5	C-57 22/30 178	2680 to 2693												
TW-3	TW-50 20/26 120	2932 to 2953	170	4250	1750	3700	3400	3300	5550	1350	1450	1100	1500	1700
TW-2	TW-50 20/26 118													
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3950	1550	3450	3100	3100	5100	1200	1300	890	1250	1550
A-3	A-81 20/28 116-SF													
A-3	A-81 20/28 116/B-59-S	3025 to 3040, 3042 to 3071	210	3950	1650	3800	3250	3700	5350	1350	1450	1150	1550	1800
A-3	A-81 20/28 120/B-64-SF													
A-3	A-73 20/28 111-S	3041	210	4350	1800	3750	3500	3350	5700	1350	1400	1000	1400	1700
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	4750	1900	4550	3750	4050	6150	1600	1700	1250	1700	2050
MK-2, 4	MK-57 23¾/30 206-S	3200 to 3240	210	7800	3400	6800	6500	6100	10500	2500	2650	2000	2750	3150
MK-2, 4	MK-57 23¾/30 206-SF													
MK-5, 6	MK-63 26/28 210-S	3241 to 3277	210	8000	3650	7450	7000	6650	11300	2750	2900	2200	2950	3450
MK-5, 6	MK-63 26/28 210-SF													
F-1	F-63 27½/32 273-S	3600 to 3652	200	8000	4300	8000	8000	7600	12000	3150	3300	....	....	....
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3768	200	8000	4850	8000	8000	8000	12000	3550	3750	....	....	....
F-5	F-63 29½/32 306/B-62-SF													
AC-1,2,3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	8000	5500	8000	8000	8000	12000	4000	4250	3300	4450	5100
MC-2	MC-57 $\frac{26-40}{30}$ 394	4000 to 4016	200	8000	5500	8000	8000	8000	12000	4000	4250	3300	4450	5100
MC-4	MC-57 $\frac{26-40}{30}$ 398	4017 to 4028												
MC-6	MC-57 $\frac{26-40}{30}$ 401-S	4029 to 4043												
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	8000	4050	7850	7800	7000	12000	2800	3000	....	....	....
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5015	225	8000	5350	8000	8000	8000	12000	3950	4200	....	....	....
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF	5016 to 5048												
Allowance for Empty and Underloaded Cars		Less than 40 Ms.		6	6	6	6	6	6	3	3	3	3	3
		40 to 50 Ms.		3	3	3	3	3	3	0	0	0	0	0
		More than 50 Ms.		0	0	0	0	0	0	0	0	0	0	0

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Under-frame	Wood
Baggage 60 ft.	93,070	......	......
Baggage 66 ft.	127,610	......	......
Baggage 70 ft.	122,620	......	......
Baggage	......	87,120	81,120
Baggage (Dynamo)	98,730	......	......
Baggage and Mail 60 ft.	103,620	......	......
Baggage and Mail 69 ft.	124,760	......	......
Baggage and Mail 70 ft.	129,140	......	......
Baggage and Mail	......	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Baggage—(CM&StP)	125,000	......	......
Express Refr. (NP RR)	......	74,000	60,000
" " (GN RR)	......	......	70,000
" " (A.R.E. No. 40- 154	......	78,000	......
" " " No. 155- 224	......	89,000	......
" " " No. 500- 506	......	110,000	......
" " " No.1101-1175	......	85,000	......
" " (P.F.E.) No. 500- 799	......	83,000	......
Tea and Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage 40 ft.	74,530	......	......
Postal Storage 60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
Official (CM&StP)	141,000	......	......
Chair	100,620	......	84,740
Coaches 60 ft.	98,130	......	......
Coaches 70 ft.	137,640	......	......
Coaches 72 ft.	139,660	......	......
Coaches 73 ft.	148,040	......	......
Coaches 72 ft., Interurban	120,000	......	......
Coaches (CM&StP)	133,000	......	......
Coaches	......	......	81,210
All-Day Lunch, Chair	105,970	......	......
All-Day Lunch, Coach	103,875	......	......
Cafe-Coach	......	......	117,200
Diner 70 ft.	......	135,930	131,040
Diner 72 ft.	155,330	146,930	134,530
Diner 77 ft.	157,240	165,530	......
Diner 79 ft.	169,100	......	......
Cafe-Observation	148,950	......	128,550
Observation	......	141,870	121,300
Pullman Observation	163,600	153,000	......
Pullman Parlor	155,600	147,500	......
Pullman Standard Sleeper	164,600	144,000	......
Pullman Tourist	140,600	133,000	......
CM&StP Tourist Sleeper	141,000	......	......
Rail Car Gas & Electric	143,360	......	......
Rail Car McKeen 55 ft.	64,140	......	......
Rail Car McKeen 70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

WESTERN DIVISION:

Main Lines

Oakland Pier to West Oakland	C. P. Ry.	1.01	
Oakland Pier to Tracy, via Niles	C. P. Ry.	65.90	
Elmhurst to Santa Clara	S. P. C. Ry.	30.26	
Niles to San Jose	C. P. Ry.	16.08	
End Coast Division to Niles Junction	C. P. Ry.	14.85	
West Oakland to Sacramento, via Martinez	S. P. R. R.	88.09	
Martinez to Tracy	S. P. R. R.	45.93	
Total Main Lines			262.12

Branches—Steam

Alvarado	C. P. Ry.	Halvern to Alvarado		2.63	
Napa	S. P. R. R.	Suisun-Fairfield to South Vallejo	19.95		
		Napa Junction to Calistoga	34.53	54.48	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer		2.03	
Rumsey	S. P. R. R.	Elmira to Rumsey		51.22	
San Ramon	S. P. R. R.	Avon to Radum		29.85	
Santa Rosa	S. P. R. R.	Napa Junction to Santa Rosa		36.86	
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst		.75	
Wingo-Union	S. P. R. R.	Union to Buchli	8.62		
		Ramal to Wingo	2.08	10.70	
Total Branches—Steam					188.52

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-wheelers
"M"—Moguls
"T"—Ten-wheelers
"P"—Pacific Type
"C"—Consolidation engine
"TW"—Twelve-wheelers
"A"—Atlantic Type
"MK"—Mikado
"F"—Two-ten-two Type
"AC"—Articulated Consolidation
"MC"—Mallet Consolidation
"MT"—Mountain Type
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers. Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

TRAINMASTERS

H. L. KENT .... **Oakland**
V. S. BURNHAM .... **Oakland**
G. D. WRIGHT .... **Suisun-Fairfield**

D. BLAKE, Chief Dispatcher .... **Oakland Pier**
C. C. DAVISON, Asst. Chief Dispatcher .. **Oakland Pier**
J. A. SHOCKEY, Asst. Chief Dispatcher .. **Oakland Pier**

ROAD FOREMAN OF ENGINES
W. R. PARKER

ASSISTANT ROAD FOREMAN OF ENGINES
F. L. RYAN

H. R. GERNREICH,
Assistant Superintendent.

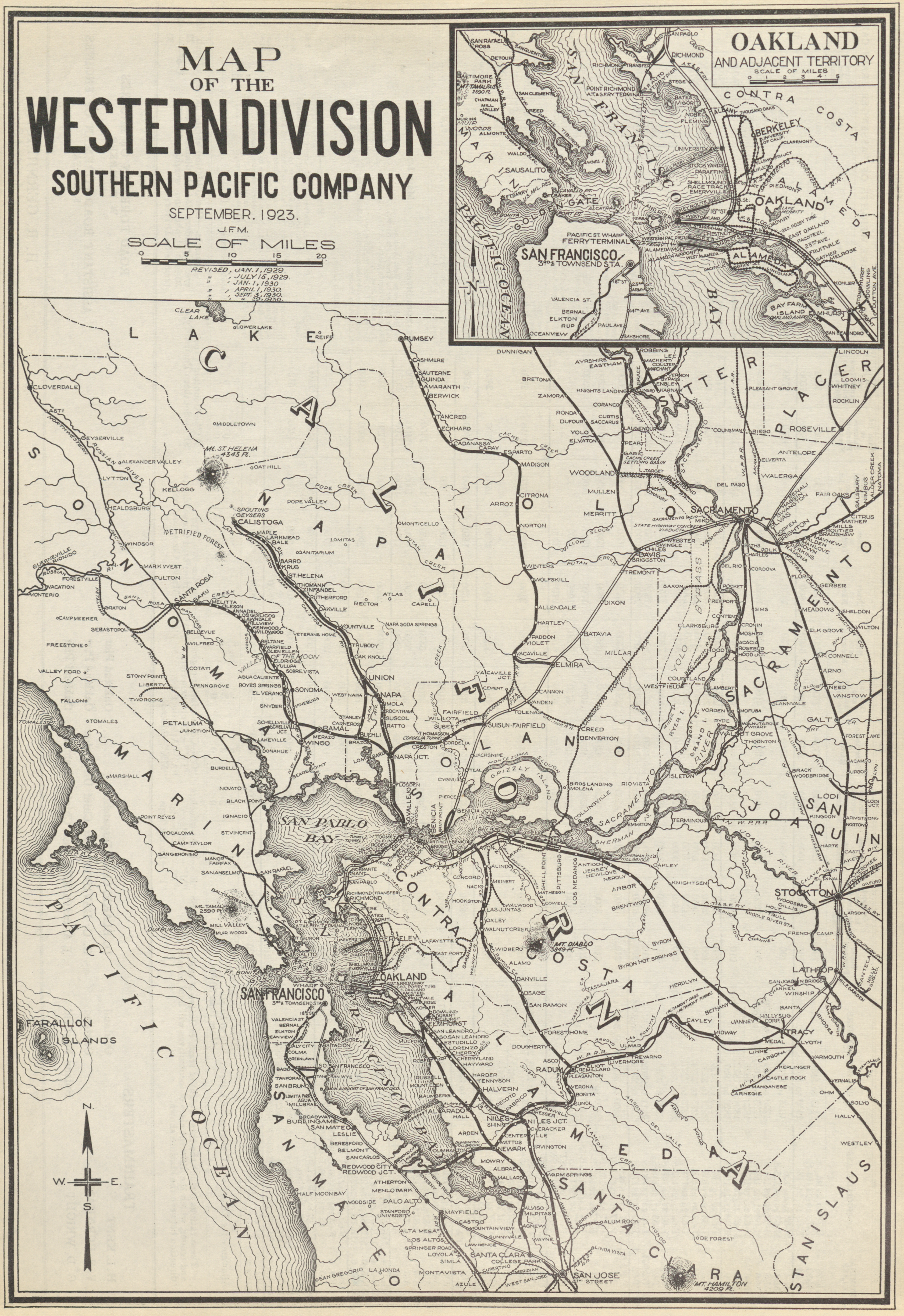
MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923.

J.F.M.

SCALE OF MILES

REVISED, JAN. 1, 1929.
" , JULY 15, 1929.
" , JAN. 1, 1930
" , APRIL 1, 1930.
" , SEPT. 3, 1930.
" , " 29, 1930.


0
5
10
15
20
OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5
CONTRA COSTA
ALAMEDA
MARIN
SAN FRANCISCO BAY
PACIFIC OCEAN
GOLDEN GATE
SAN FRANCISCO
3RD & TOWNSEND STA.
BERKELEY
OAKLAND
ALAMEDA
RICHMOND
SAUSALITO
SAN RAFAEL
MT. TAMALPAIS 2590 FT.
LAKE
SONOMA
NAPA
YOLO
SOLANO
SUTTER
PLACER
SACRAMENTO
SAN JOAQUIN
CONTRA COSTA
ALAMEDA
SANTA CLARA
SAN MATEO
STANISLAUS
MARIN
PACIFIC OCEAN
SAN PABLO BAY
CLEAR LAKE
MT. ST. HELENA 4343 FT.
MT. DIABLO 3849 FT.
MT. HAMILTON 4209 FT.
FARALLON ISLANDS
CALISTOGA
SANTA ROSA
PETALUMA
NAPA
SONOMA
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
STOCKTON
TRACY
LATHROP
LODI
BENICIA
MARTINEZ
SUISUN-FAIRFIELD
OAKLAND
SAN FRANCISCO
SAN JOSE
PALO ALTO
REDWOOD CITY
NILES
LIVERMORE
CLOVERDALE
HEALDSBURG
RUMSEY
N.
S.
E.
W.